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ENVIRONMENTAL ASSESSMENT

LE CLAIRE BASE CONSTRUCTION STORAGE YARD RELOCATION LE CLAIRE, IOWA

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MAY 1987



**US Army Corps
of Engineers**

Rock Island District

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REPLY TO
ATTENTION OF
NCRPD-E

DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P O BOX 2004
ROCK ISLAND ILLINOIS 61204 2004

ENVIRONMENTAL ASSESSMENT

LE CLAIRE BASE CONSTRUCTION STORAGE YARD RELOCATION
LE CLAIRE, IOWA

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MAY 1987



ENVIRONMENTAL ASSESSMENT

LE CLAIRE BASE CONSTRUCTION STORAGE YARD RELOCATION LE CLAIRE, IOWA

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ENVIRONMENTAL ASSESSMENT

LE CLAIRE BASE CONSTRUCTION STORAGE YARD RELOCATION LE CLAIRE, IOWA

I. PURPOSE AND NEED FOR ACTION.

It is proposed to acquire lands adjacent to the LeClaire base complex to provide better management, security, and control of Government property used in connection with the construction storage yard relocation. The Corps' maintenance equipment is presently stored on an artificially filled parcel of land which is owned by the State of Iowa, subject to the Government's paramount easement for navigation. The present storage yard is remotely located and separate from the Service Base complex. A public road, which is heavily used year-round by fishermen and recreationists, borders the storage site on the north. This State-maintained road leads to a boat ramp. The storage yard is protected on three sides by a metal fence with the open face toward the Mississippi River. The storage area is bordered on the east by a public parking lot which is also frequently used by fishermen year-round. (S. 1) 2

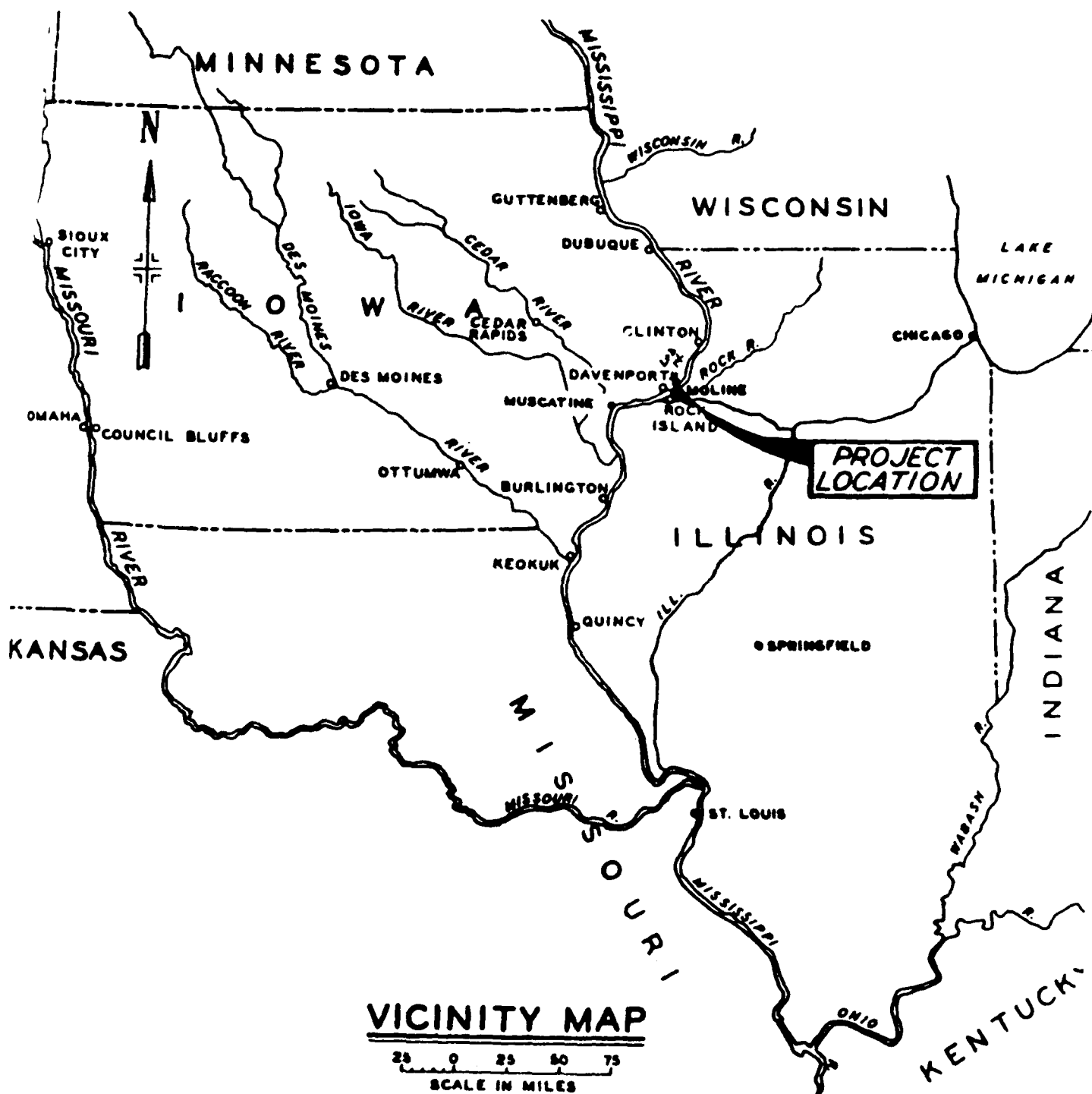
The storage yard's land and road exposure to the public has caused numerous security and management problems. Rock Island District's Operations Division has reported several incidents of theft and property destruction at the storage site. Plate 1 of the Lock and Dam 14 Complex shows the location of the present storage site. Acquisition of the lands and necessary construction will allow for consolidation of the Service Base facilities and, with the possible addition of an electronic security system, will eliminate the security problems.

The authority for this project was provided by the River and Harbor Act of July 3, 1900, as amended on February 14, 1932, and on August 30, 1935, which authorized the construction, operation, and maintenance of the Mississippi River Nine-Foot Channel Navigation Project.

II. PROJECT DESCRIPTION.

The project is located immediately downstream from Lock and Dam 14 in Scott County, Iowa (figure EA-1). The Rock Island District, Corps of Engineers, proposes to relocate the existing storage yard as shown on plate 3 (Alternative 2). Approximately 25,000 cubic yards of rock will be placed at the new storage yard location to raise the elevation from 570 feet to 578 feet MSL (mean sea level).

About 1 acre of woodland will have to be cleared prior to fill placement. Trees may be sold or placed in an approved landfill or other acceptable site. Rock for this fill will originate from the Mississippi River Pool



15 channel excavation project or an approved quarry site, if necessary. Following grading, chain link fencing will be constructed around the yard perimeter. The new storage yard will be about 1.8 acres, compared to the existing yard, which is 1.5 acres.

Sufficient space will be maintained between the fishing pier and new storage yard to allow pedestrian access between the parking lot and the recreational lock.

The present road to the Iowa Department of Natural Resources (IDNR) boat ramp and the Corps storage yard (shown on plate 1) will be relocated to the downstream (western) end of the new storage yard (see plate 3). The new road will serve as an access road to both the storage yard, the IDNR boat ramp, and parking lot. The road to the old boat ramp will be blocked to vehicles.

The existing storage yard, as well as part of the new yard, is (will be) located on State of Iowa property. The Corps, however, has authority under the River and Harbor Act to use the land (which is technically artificial fill over State-owned land) for the construction of temporary warehouses and other temporary buildings, and storage of equipment, plant, and other property used in connection with the Mississippi River Nine-Foot Channel Navigation Project.

Privately owned land will have to be acquired in order for the relocation to proceed. The parcel of land (approximately 0.5 acre) owned by Mr. Lloyd Schermer, LeClaire, Iowa, will need to be acquired. Authority to acquire the subject real estate was received from the U.S. Army Corps of Engineers, Directorate of Real Estate, Washington, D.C., in April 1986. The Real Estate Design Memorandum also was approved in April 1986.

Although not part of the Corps project, the IDNR plans to relocate their boat ramp and parking lot in the near future. Since both the Corps storage yard project and the IDNR project rely on the same access road, project design has been closely coordinated between the two agencies. For this reason, the improvements planned by the IDNR also are shown on plates 2 and 3. The Rock Island District, Corps of Engineers, and the IDNR plan to enter into a joint agreement concerning the management responsibilities of the area.

III. ALTERNATIVES.

For reasons stated below, land immediately adjacent to the existing storage yard is the only practical location for the storage yard. An infinite number of storage yard/parking lot design configurations are possible. After considering several factors such as recreation, bald eagle wintering habitat, land use, private land acquisition, and Corps maintenance requirements, two alternatives appeared to best meet all of these concerns. Alternative 2 was selected over Alternative 1 because it minimizes the loss of forest cover and only affects one private landowner instead of two. Table EA-1 shows the various land-use requirements of the various alternatives.

TABLE EA-1

Land-Use Requirements for Project Alternatives

Alternative	Acres (approximate)			Comments
	Storage Yard	Parking Lot	Woodland Lost	
Existing Conditions	1.5	.5	0	
<u>Improve Existing Location</u>				
a. Elevate yard within existing boundaries	1	.5	0	Loss of storage; no property acquisition required; present IDNR boat ramp would probably have to be rehabilitated.
b. Expand storage yard into parking lot	1.5	0	0	Loss of parking for fishermen, etc.; no property acquisition required.
c. Expand storage yard into State-owned portion of woodland	1.5	.5	.5 to 1	Acquisition of 1 or 2 properties still required since this plan also requires access road relocation. Existing boat ramp area would have to be used. Increased impacts to wintering eagles.
ALTERNATIVE 1	2.1	1.2	1.7	Acquisition of 2 properties required.
ALTERNATIVE 2 (Preferred)	1.8	1.1	1	Acquisition of 1 property required.

Alternative 1 - This plan maximizes the amount of riverfront space available for recreation use and allows unrestrained access from the parking lot to the fishing pier (see plate 2). The rectangular-shaped parking area would provide the largest storage yard and parking lot. Compared to Alternative 2, it also would provide more open space between the parking lot and storage yard. Alternative 1, however, would convert approximately 1.7 acres of woodland to development compared to 1 acre converted by Alternative 2. Alternative 1 would require the purchase of two land parcels from Mr. Lloyd Schermer and the Nature Conservancy (formerly owned by M. Nelson). The current access road also would be relocated to the western side of the storage yard.

Alternative 2 (Preferred Alternative) - The storage yard and parking lot are slightly smaller than those proposed in Alternative 1 (.3 acre less and .1 acre less, respectively). The storage yard would still require some river frontage, but it is set back from the fishing pier to allow pedestrian access to the recreational lock. The access road would be relocated to the western side of the new storage yard. One acre of woodland would be converted to development. Alternative 2 requires the purchase of one land parcel from Mr. Lloyd Schermer.

No Action. The construction storage yard will remain at its present location. The elevation of the existing storage yard is approximately 570 feet MSL, which is subject to a 10-year flood event. Security problems will remain, in particular, the problem of maintaining security from the river.

Raise Elevation of Existing Yard. The elevation of the existing storage yard could be raised to 578 feet MSL. However, this would not alleviate current security problems. Also, if the existing dimensions of the storage yard were maintained, there would be a 0.5 acre, or 30 percent, loss in storage area due to the additional area covered by the slope of the new fill. Any decrease in size of the existing parking lot is also unacceptable since the lot is already too small for the current demand.

Alternative Site Location. Other possible sites for the storage yard were previously considered. However, these locations have deficiencies that make them even less attractive than the existing site. There are no other sites adjacent to LeClaire Base that offer both land and water access for heavy construction equipment.

IV. AFFECTED ENVIRONMENT.

The project site is located immediately below Lock and Dam 14 in Scott County, Iowa. The construction storage yard is used to store construction equipment used in maintaining the Mississippi River Nine-Foot Channel Navigation Project and the adjacent LeClaire Base Complex managed by the Corps. The storage yard is located on the shoreline so that equipment can be easily loaded on and off Corps floating plant (i.e., barges, boats, etc.). The storage yard is located on State of Iowa land which the Corps is authorized to use for Mississippi River Nine-Foot Navigation Channel maintenance activities.

Upstream of the existing yard are a parking lot and a fishing pier which are managed by the Rock Island District's Mississippi River Natural Resource Management Branch. The parking lot also is used by visitors to the Lock and Dam 14 area, picnic shelters, and the Smith's Island nature trail. Downstream from the existing yard is a boat ramp managed by the IDNR which is mostly unusable and in need of repair. Because of its isolated location and use frequency, the area is plagued by vandalism, littering, etc., and is an enforcement problem for both the Corps and the IDNR since both agencies share the same road access.

The site of the new storage yard would be located immediately north of the existing yard on dredged material fill. Inspection of the adjacent private land parcels also indicated that the site was filled in historic times. Prior to lock and dam construction, the area was apparently river bed and row crop land.

Subsequent to the filling activities, the area has grown into second growth woodland of overall poor quality in terms of timber and habitat. Generally, the trees become more mature as one proceeds downstream from the Lloyd Schermer property to the existing boat ramp. Ground cover is thick to absent through the parcel, with buckbush (Symphoricarpos) common. The interior of the site is low and has frequent standing water due to poor drainage. Wetland vegetation, other than trees, is absent, most likely due to shading from the canopy. The most common understory tree is elm. Hackberry, silver maple, and cottonwood dominate the canopy.

Although the habitat quality is poor overall, it is used by overwintering bald eagles for feeding/resting. The Lock and Dam 14 tailwaters is a heavily used and extremely important feeding area for eagles. From approximately the beginning of December through March of each year, eagles rely on the tailwaters as a winter food supply of fish. On the opposite Illinois shore is the Oak Valley Eagle refuge which is an important habitat for the local wintering eagles.

Based on observation records kept by the Rock Island District for several years, frequency of eagle use in the project area increases as one proceeds downstream away from the existing parking lot. This is primarily due to human activity. Winter fishermen using the parking lot and adjacent pier tend to discourage eagles from using nearby trees. Observation data on eagle use of the area collected for the past several years tend to confirm this. Eagles occasionally use trees near the parking lot when no people are present, but move to the shoreline below the existing boat ramp when people appear. Since the boat ramp is unusable, there is practically no boating activity in that area.

V. ENVIRONMENTAL IMPACTS OF PREFERRED ACTION.

The effects of the preferred plan are summarized in table EA-2.

A. Economic and Social Impacts of Preferred Action.

1. Community and Regional Growth. No significant short- or long-term impacts to the growth of the community would be realized as a result of the proposed storage yard relocation. Further, no significant impacts to regional growth would result from the project.

A summary of population trends for the project area is presented in table EA-3.

TABLE EA-2

Effects of the Preferred
Plan on Natural and Cultural Resources

<u>Types of Resources</u>	<u>Authorities</u>	<u>Measurement of Effects</u>
Air quality	Clean Air Act, as amended (42 U.S.C. 1657h-7, et seq.)	No effect.
Areas of partic- ular concern with the coastal zone	Coastal Zone Management Act of 1972, as amended (16 U.S.C. 1451, et seq.)	Not present in planning area.
Endangered and threatened species critical habitat	Endangered Species Act of 1973, as amended (16 U.S.C. 1531, et seq.)	No effect.
Fish and wildlife habitat	Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.)	Loss of approxi- mately 1 acre of low-quality habitat
Floodplains	Executive Order 11988, Flood Plain Management	No effect.
Historic and cultural properties	National Historic Preservation Act of 1966, as amended (16 U.S.C. 470, et seq.)	No effect.
Prime and unique farmland	CEQ Memorandum of August 1, 1980; Analysis of Impacts on Prime or Unique Agricultural Land in Implementing the National Environ- mental Policy Act	Not present in planning area.
Water quality	Clean Water Act of 1977, as amended (33 U.S.C. 1251, et seq.)	No effect.
Wetland	Executive Order 11990, Protec- tion of Wetlands, Clean Water Act of 1977, as amended (42 U.S.C. 1857h-7, et seq.)	No effect.
Wild and scenic rivers	Wild and Scenic Rivers Act, as amended (16 U.S.C. 1271, et seq.)	Not present in planning area.

TABLE EA-3

Population Trends for the Project Area
1980 - 1990 1/ 2/

<u>Area</u>	<u>Population</u>		<u>Percent Change in</u>	
	<u>1980</u>	<u>1985</u>	<u>1980-1985</u>	<u>Population 1985-1990</u>
City of LeClaire, Iowa	2,899	2,990	3,595	3.1 20.2
Village of Pleasant Valley, Iowa	567	862	867	52.0 0.6
Scott County, Iowa	160,022	162,900	166,600	1.8 2.3
State of Iowa	2,913,808	2,905,400	2,913,500	-0.3 0.3

1/ Claritas Corporation, 1980 & 1985, The National Encyclopedia of Residential ZIP Code Demography.

2/ Iowa Development Commission, 1986 Statistical Profile of Iowa.

2. Aesthetics. Residents of homes overlooking the project area take pride in their scenic settings with views of forest vegetation and the river in the distance. A main concern of these residents is that their view of the new maintenance storage yard would not be shielded or blocked by forest vegetation. While the preferred alternative would adversely impact area aesthetics, no provisions for beautification measures are included as part of the preferred alternative. It should be noted, however, that the existing storage yard is also visible from the bluff.

3. Community Cohesion. The project site is located immediately downstream from Lock and Dam 14, just north of the existing yard. While residential development in the vicinity is limited, some dwellings are located on the bluffline overlooking the proposed construction site. Due to the nature of the project and its limited area of influence, impacts to community cohesion would not be significant. However, negative feelings would likely arise from property owners who would view the new storage yard rather than forest vegetation.

4. Property Values and Tax Revenues. Following the relocation of the storage yard, the owners of some dwellings with previously unobstructed views of forest vegetation would view the new storage yard. Negative impacts to the property values of these homes may result. Tax revenues would be affected accordingly. Further, the project would require the acquisition of approximately 1 acre of privately owned land. However, the impacts of removing this land from the community tax roles would be negligible.

5. Public Facilities and Services. The current storage yard's exposure to the public has created a security and management problem for the Rock Island District's Operations Division. Acquisition of the lands and the construction of the new storage facility would greatly reduce or eliminate these problems.

The project also would involve the construction of a new access road to a public parking lot utilized by the Rock Island District and by persons fishing in the vicinity or using the IDNR public boat ramp. The placement of the new access road has been closely coordinated between the IDNR and the Corps. The new road alignment would fit in with the IDNR's plans to relocate its boat ramp and parking lot in the near future.

6. Employment and Labor Force. Construction of the proposed project would slightly impact short-term employment in the project area. Based on the small scale of the project, few additional employees would be required; the surrounding communities have a labor pool of large enough size to absorb project needs without noticeable impact. The project would not affect the permanent employment or labor force in the city of LeClaire or in Scott County.

7. Business and Industrial Development. Changes in business and industrial activity during the construction of the project would be minimal. The slight increase in business activity occurring from the project would

be absorbed into the area without noticeable effect. No long-term effects on business or industrial activity would result from the project. The project would require no business relocations.

8. Farm Displacement. No farms would be affected by the proposed facility relocation or required land acquisition.

9. Noise Levels. Heavy machinery would generate a temporary increase in noise during construction. This increase might disturb users at the nearby recreation area. However, the project site is located in an area with relatively limited residential or other types of development. As a result, no significant noise impacts would result.

B. Economic and Social Impacts of Nonpreferred Alternative.

Socio-economic impacts associated with the alternative site and associated parking lot and access road would be nearly identical to those resulting from the preferred alternative. However, the nonpreferred alternative would require the acquisition of slightly more acres of land for project right-of-way.

C. Environmental Impacts of Preferred Action.

1. Man-Made Resources. No effect.

2. Natural Resources. Approximately 1 acre of second growth woodland will be cleared and filled with rock. The area to be cleared is the lowest quality (habitat wise) parcel of any in the entire woodland vicinity. In spite of this, there will be a loss of habitat used by small mammals, songbirds, and occasional eagles. Because the habitat is of poor quality and is surrounded by relatively intensive human activity, there will be little, if any, loss of natural resource productivity (i.e., potential timber production, use of the area for breeding by small mammals, songbirds, etc.). Although there will be a net loss of habitat, the overall local impact will be very minor.

3. Air Quality. There will be no impacts to air quality resulting from the project.

4. Water Quality. There will be no impacts to water quality resulting from the project.

5. Endangered Species. The proposed project will remove trees that the federally endangered American bald eagle occasionally uses during the winter months. Although eagles use the particular parcel which is to be cleared, it is not important to the winter resident eagle population for the following reasons: (1) its value as a resting/feeding area is very marginal due to continual human activity; and (2) the shore area downstream from the old boat ramp is used more frequently and is superior in terms of habitat quality. It is predicted that the proposed project will actually improve the overall attractiveness of the area to eagles, since vehicle access to the old boat ramp will no longer be possible.

Based on the above discussion, the Corps believes that the project will have no effect on wintering bald eagles. There are no other State or Federal endangered species in the immediate project vicinity.

Preliminary comments received from the U.S. Fish and Wildlife Service - Office of Ecological Services (see correspondence section) concurred with the Corps' opinion that the project will have no effect on bald eagles. In addition, the Nature Conservancy (Des Moines, Iowa, Field Office) requested expert opinions from Mr. Pete Peterson, Mr. Elton Fawks and Dr. Tom Dunstan (see correspondence section). Those responses also agreed that there will be no adverse impacts from the project. Recommendations were made, however, that the boat ramp be closed during winter months to preclude any increased boating activity that may result from the new boat ramp. Authority to implement this recommendation is the responsibility of the IDNR who will manage the boat ramp. The Corps has no authority to implement such a closure.

6. Cultural Resources - A cultural resources reconnaissance survey of the proposed project area was conducted by Rock Island District archeologists on 3 November 1986. Based upon field observations, it was determined that the project would have no effect on significant cultural resources. By letter dated 22 December 1986, the Iowa State Historic Preservation Officer (SHPO) concurred with the no effect determination.

VI. ENVIRONMENTAL IMPACTS OF NONPREFERRED ALTERNATIVES.

A. No Action. The quality of the area would continue to be disturbed by vandalism, littering, and other unauthorized activities. Improvement of the IDNR boat ramp would be impractical, or much less attractive, if the storage yard is not moved. Vehicles would still have access to the old boat ramp during the winter, which would be a continual disturbance to wintering bald eagles. There would likely be no improvement in habitat quality even if the project is not completed. There would be no loss of any woodland cover, and the condition of the wintering eagle habitat would remain the same.

B. Raise Elevation of Existing Storage Yard. There would likely be few or no natural resource impacts from this alternative. The woodland parcel scheduled for acquisition and subsequent clearing and filling would remain. No private land would need to be purchased. Law enforcement problems and the difficulty in replacing the IDNR boat ramp would remain unresolved. The size of usable storage space and (or) the size of the parking lot would decrease. This would negatively affect recreational and operational use of the area.

C. Alternative Site. There are no other acceptable sites for the storage yards, except immediately downstream from the existing yard. These sites would have significantly greater detrimental impacts compared to the currently proposed site.

D. Alternative 1. Alternative 1 would provide a slightly larger storage yard and parking lot compared to the selected alternative. It also would provide some additional open space along the river. Alternative 1, however, would convert 1.7 acres of woodland compared to 1 acre for the selected plan. Acquisition of two private land parcels also is required compared to one parcel under Alternative 1. Alternative 1 also would have greater adverse effects on aesthetics since more trees along the access road would require removal.

VII. PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED.

The clearing of approximately 1 acre of woodland cannot be avoided. There is no practical alternative to the purchase of one private land parcel.

VIII. RELATIONSHIP BETWEEN SHORT-TERM USE OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY.

There is little likelihood that the productivity of the area from a habitat perspective will improve. Benefits gained from the proposed project (such as improved recreation, better security and storage of equipment, less disturbance to eagles near old boat ramp) exceed any loss of future productivity from the converted woodland.

IX. ANY IRREVERSIBLE OR IRRETRIEVABLE COMMITMENT OF RESOURCES WHICH WOULD BE INVOLVED IF THE PROPOSED PROJECT WERE IMPLEMENTED.

Aside from the commitment of funds, labor, construction materials, and 1 acre of woodland, there is no permanent loss of resources.

X. RELATIONSHIP OF THE PROPOSED PROJECT TO LAND-USE-PLANS.

Other than the IDNR plans to improve the boat ramp, there are no land-use plans for the publicly owned land affected by the project. The Corps has thoroughly coordinated with the IDNR to assure that the project does not conflict with their plans. The Nature Conservancy tract will be managed as an eagle preserve. The selection of Alternative 2 over Alternative 1 was in part an effort to avoid impacting land to be managed in this preserve.

The IDNR plans to undertake special management practices at its boat access site at Lock and Dam 14 that will protect and benefit bald eagles. Those practices include the following:

- Relocation of the existing boat ramp and parking area approximately 180 feet upstream, thus moving it farther away from the timber used by foraging eagles.
- Installation of a physical barrier south of the ramp to discourage vehicle and pedestrian traffic into or near areas used by eagles.
- Installation of signs around the area that discourage use of the timbered areas and informing the public of the presence and special needs of eagles.
- In cooperation with Lock and Dam 14 personnel, monitor public use of the improved access in relation to eagle activity. If recreational use of the area is observed to have a detrimental effect on eagles, then the following measures will be considered:

Constructing additional barriers around the timbered area that further limits access by people.

Targeted public awareness efforts that inform bird watchers, boaters, and fishermen of the need to minimize disturbance of eagles.

XI. COMPLIANCE WITH ENVIRONMENTAL QUALITY STATUTES.

The proposed project complies with the environmental regulations listed in table EA-4.

XII. COORDINATION.

From the earliest phases, project planning has included all affected parties. The IDNR, the U.S. Fish and Wildlife Service, the Nature Conservancy, and private landowners all have been contacted concerning the project. On-site meetings have been held with the agencies and landowners to present them with concept designs of the project. Pertinent correspondence from these coordination efforts is reproduced in the following section.

TABLE EA-4

Compliance of the Preferred Plan with WRC-
Designated Environmental Statutes

<u>Federal Policies</u>	<u>Compliance</u>
Archaeological and Historic Preservation Act, 16 U.S.C. 469, et seq.	Full compliance
Clean Air Act, as amended, 42 U.S.C. 1857h-7, et seq.	Full compliance
Clean Water Act (Federal Water Pollution Control Act) 33 U.S.C. 1251, et seq.	Full compliance
Coastal Zone Management Act, 16 U.S.C. 1451, et seq.	Not applicable
Endangered Species Act, 16 U.S.C. 1531, et seq.	Full compliance
Estuary Protection Act, 16 U.S.C. 1221, et seq.	Not applicable
Federal Water Project Recreation Act, 16 U.S.C. 460-1(12), et seq.	Full compliance
Fish and Wildlife Coordination Act, 16 U.S.C. 601, et seq.	Full compliance
Land and Water Conservation Fund Act, 16 U.S.C. 1401, et seq.	Full compliance
Marine Protection Research and Sanctuary Act, 33 U.S.C. 1401, et seq.	Not applicable
National Environmental Policy Act, 42 U.S.C. 4321, et seq.	Full compliance
National Historic Preservation Act, 16 U.S.C. 470a, et seq.	Full compliance
Rivers and Harbors Act, 33 U.S.C. 403, et seq.	Full compliance
Watershed Protection and Flood Prevention Act, 16 U.S.C. 1001, et seq.	Full compliance
Wild and Scenic Rivers Act, 16 U.S.C. 1271, et seq.	Not applicable

FINDING OF NO SIGNIFICANT IMPACT
FOR
LE CLAIRE BASE CONSTRUCTION STORAGE YARD RELOCATION
LE CLAIRE, IOWA

Having reviewed the information contained in this environmental assessment, I find that construction of the relocated construction storage yard at the LeClaire Service Base will have no significant adverse effects on the environment. This project is not a major Federal action and therefore preparation of an Environmental Impact Statement (EIS) is not required. This determination may be reevaluated if warranted by later developments.

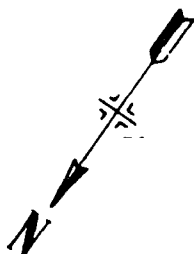
Factors that were considered in making this determination that an EIS is not required were:

- a. The affected habitat is of poor quality which is partly due to the intensive human activity in the project area.
- b. Although the American bald eagle has occasionally used the woodland parcel to be cleared, the project will have no effect on the wintering eagle population.
- c. The purchase of private lands will not displace any residences or cause any related hardships.

date

Neil A. Smart
Colonel, Corps of Engineers
District Engineer

L/D 14 APPROACH



MISS

EXIST
STORA
EXISTING
570

LE CLAIRE RECREATIONAL
LOCK

EXISTING
PARKING LOT

LE CLAIRE
BASE
COMPLEX

LLOYD SCHERMER
PROPERTY
ACCESS ROAD TO STORAGE YARD

HIGHWAY 67

143

MISSISSIPPI RIVER
MILE 493

EXISTING
IDNR
BOAT RAMP

EXISTING
STORAGE YARD
—
EXISTING ELEVATION
570 FT.

ABANDONED

ROW

FOREST
STATE OF IOWA PROPERTY

NATURE CONSERVACY PROPERTY
(FORMERLY M. NELSON)

SCHERMER
PROPERTY

YARD

ACCESS ROAD

WAY 67

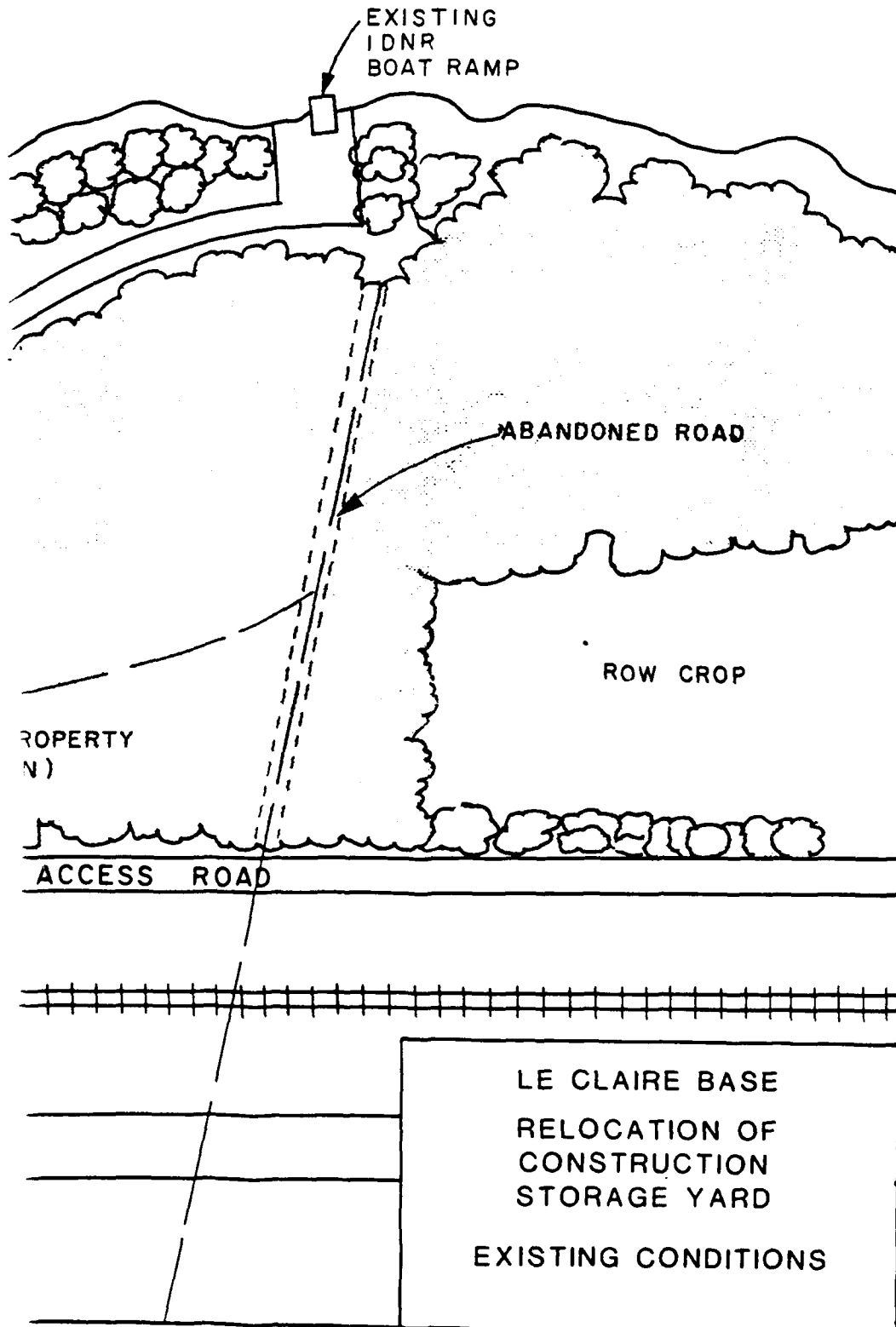
APPROXIMATE SCALE
1" = 122 ft.

29.3

LE CLAIRE
RELOCATI
CONSTRU
STORAGE

EXISTING CO

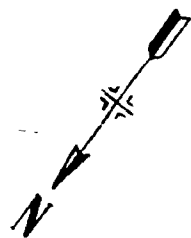
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3073

L/D 14 APPROACH

MISSISSIPPI



LE CLAIRE RECREATIONAL LOCK

LE CLAIRE BASE COMPLEX

HANDICAP SIDEWALK & RAMP

HANDICAP PARKING

GATE

FISH CLEANING STATION

REST ROOMS

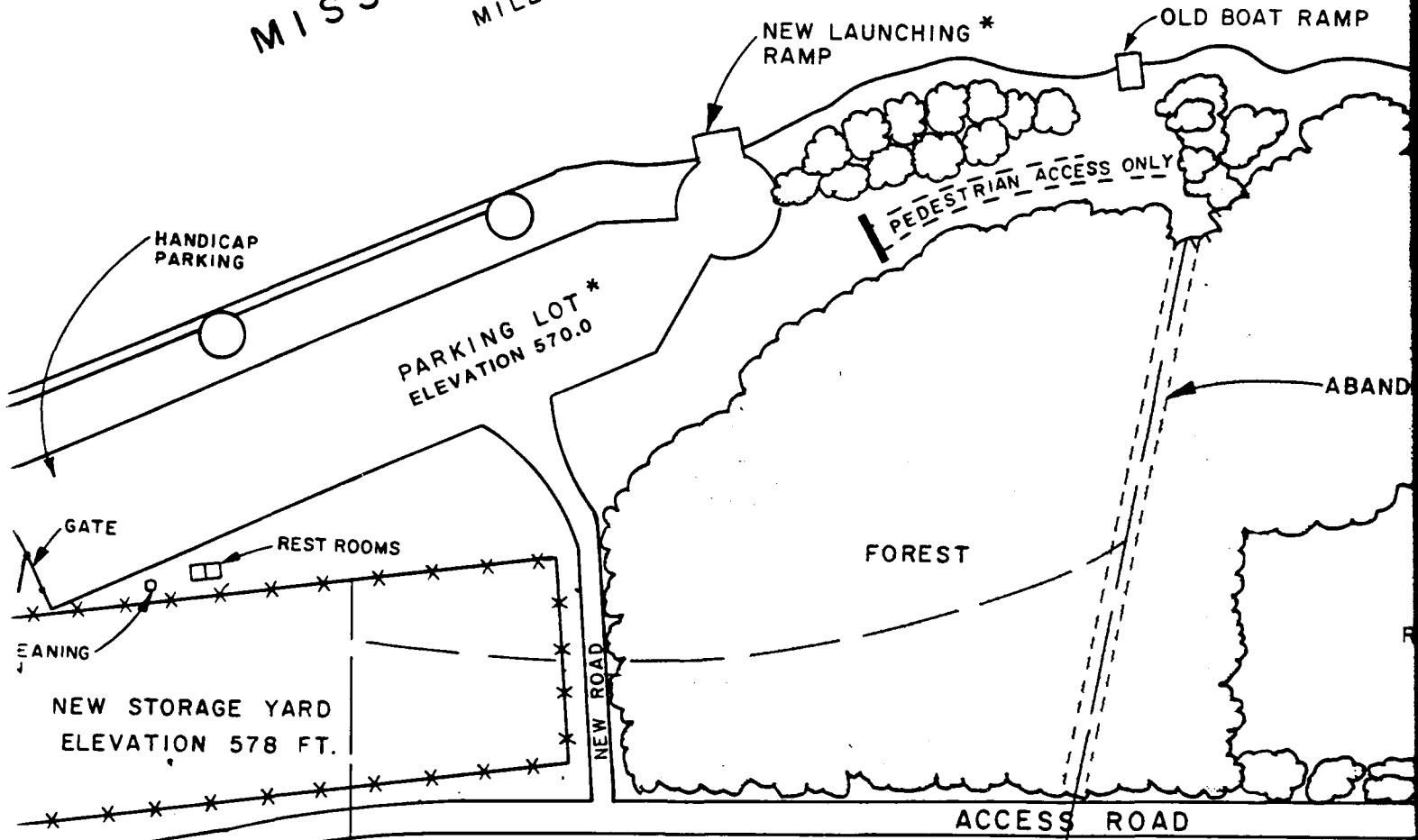
NEW STORAGE YARD
ELEVATION 578 FT.

HIGHWAY 67

1073

* BOAT RAMP
CONSTRUCT
OF NATURAL

MISSISSIPPI RIVER
MILE 493



HIGHWAY 67

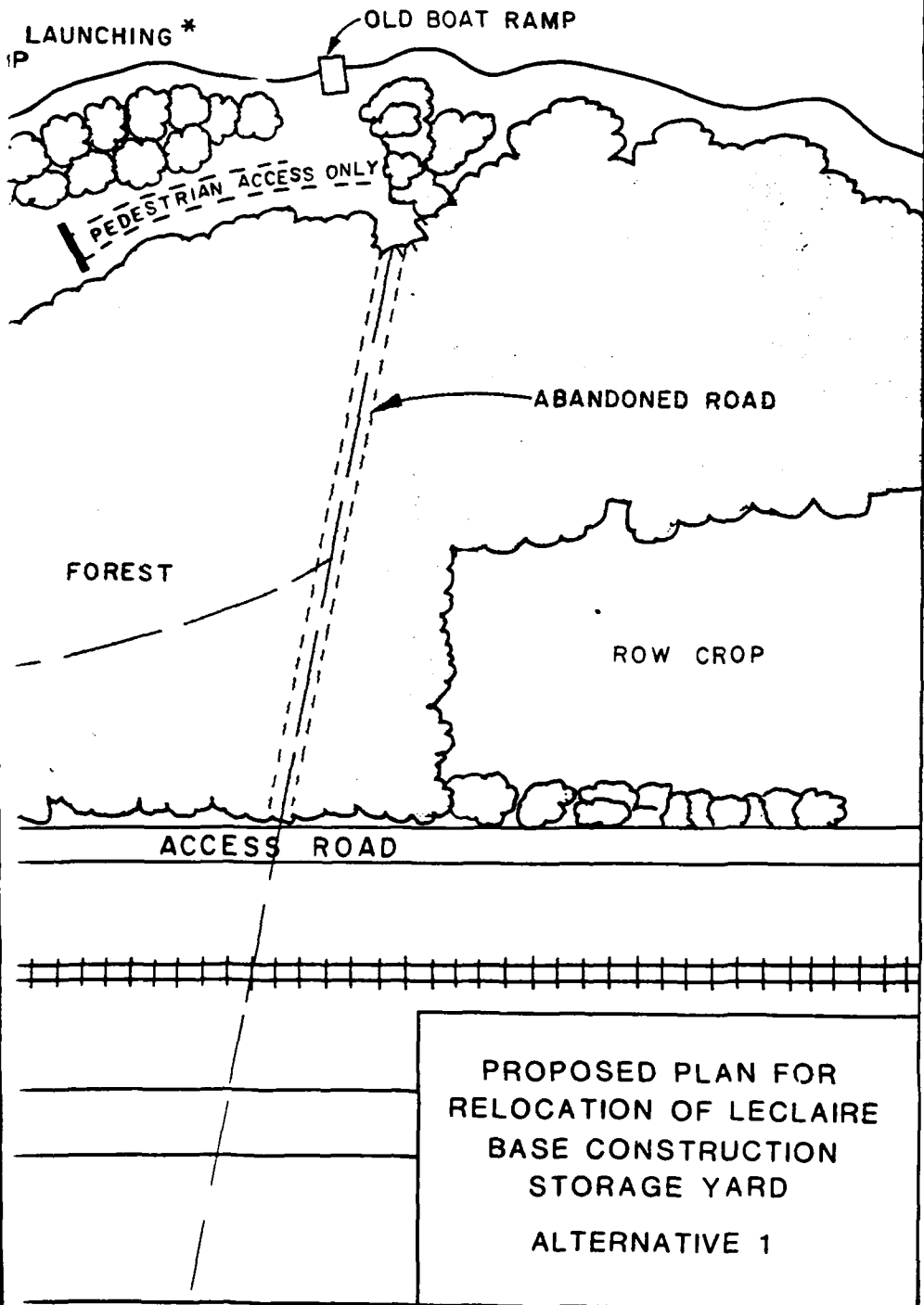
APPROXIMATE SCALE
1" = 122 ft.

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* BOAT RAMP & PARKING LOT TO BE
CONSTRUCTED BY IOWA DEPT.
OF NATURAL RESOURCES.

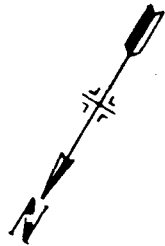
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L/D 14 APPROACH

MISSISSIPPI
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LE CLAIRE RECREATIONAL
LOCK

LE CLAIRE
BASE
COMPLEX

HANDICAP SIDEWALK/RAMP

HANDICAP PARKING

PARKING
ELEVATION

PUBLIC RESTROOM

NEW STORAGE YARD
ELEVATION 578 FT.

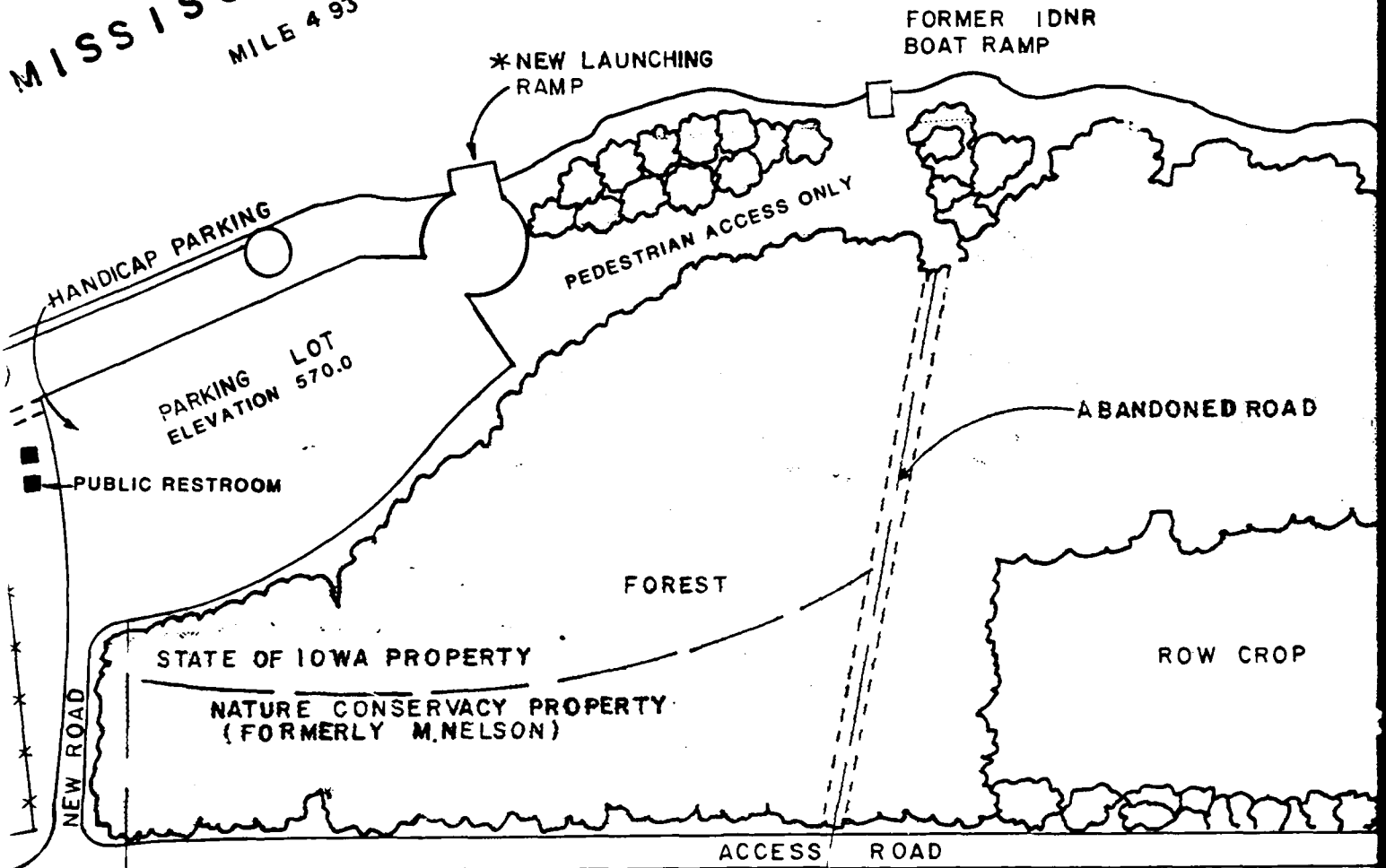
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HIGHWAY 67

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MISSISSIPPI RIVER
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HWAY 67

APPROXIMATE SCALE
1"=122.0 FT.

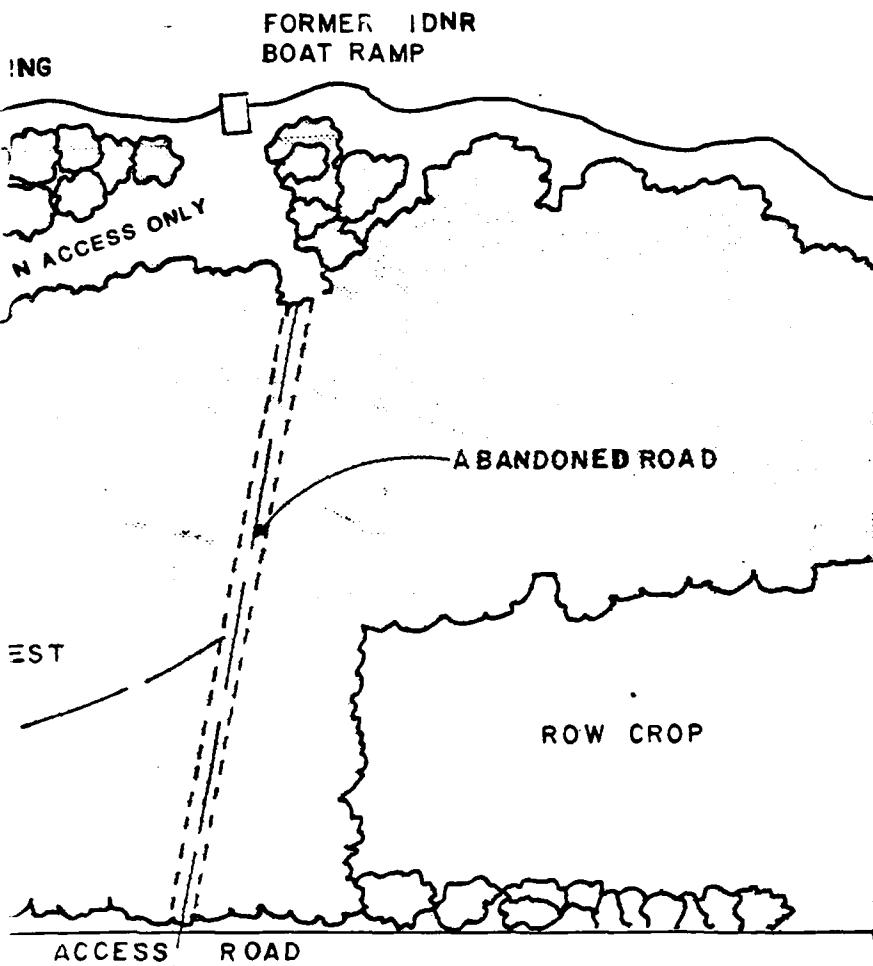
LE CLAIRE BASE
RELOCATION OF
CONSTRUCTION
STORAGE YARD

ALTERNATIVE 2

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LE CLAIRE BASE
RELOCATION OF
CONSTRUCTION
STORAGE YARD

ALTERNATIVE 2

CORRESPONDENCE



United States Department of the Interior

FISH AND WILDLIFE SERVICE

ROCK ISLAND FIELD OFFICE (ES)

1830 Second Avenue, Second Floor

Rock Island, Illinois 61201

August 8, 1986

Colonel William C. Burns, Jr.
District Engineer
U.S. Army Engineer District
Rock Island
Clock Tower Building, P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

This responds to your July 17, 1986 request for our comments on the endangered species aspect of the proposed expansion of the storage yard at the LeClaire Service Base. The proposed project will not remove trees along the river shoreline which are favored by bald eagles feeding in the tailwaters during winter. Therefore, this project will not affect the endangered species. This precludes the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. Should this project be modified or new information indicate endangered species may be affected, consultation should be initiated.

However, we do recommend a buffer of trees be maintained along the roadway for aesthetic purposes and for screening, since the area is important for recreational use.

This letter provides comment under the authority of and in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.); the National Environmental Policy Act of 1969, as amended; the Endangered Species Act of 1973, as amended; and in accordance with the Fish and Wildlife Service's Mitigation Policy.

Sincerely,


Richard C. Nelson
Field Supervisor



State Historical Department

East 12th and Grand Avenue, Des Moines, Iowa 50319
(515) 281-5111

DEC 22 1986

Dudley M. Hanson, P.E.
Chief, Planning Division
Rock Island District Corps of Engineers
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004

RE: CORPS OF ENGINEERS - PURCHASE OF BOTTOMLAND WOODLOT
FOR STORAGE LOT - LECLAIRE, SCOTT COUNTY

Dear Mr. Hanson:

Based on the information you provided, we find that there are no historic properties which might be affected by the proposed undertaking. Therefore, we recommend project approval.

However, if the proposed project work uncovers an item or items which might be of archeological, historical or architectural interest, or if important new archeological, historical or architectural data come to light in the project area, you should make reasonable efforts to avoid or minimize harm to the property until the significance of the discovery can be determined.

Should you have any questions or if we can be of further assistance to you, please contact Dr. Kay Simpson, Archeological Surveys, at 515-281-8744 or Mr. Ralph Christian, Architectural Surveys, at 515-281-8697.

Sincerely,

Dr. Carol L. Ulch
Deputy State Historic Preservation Officer

/md



RECEIVED APR 13 1987

Inland Bird Banding Association

8 April, 1987

Ethan Perkins

Director of Science + Land Stewardship
Nature Conservancy - Iowa Field Office
424 10th St. Suite 311
Des Moines, IA 50309

Dear Ethan:

Re your letter of 30 March concerning eagles at
Zork + Sam 14, my response to your four questions are:

1. I would not expect any adverse affect on eagles from tree removal in the area indicated on plate 2. Eagles do not regularly roost upstream (east) of the currently existing boat launching ramp.
2. Likewise I would expect no adverse affect from buffer tree removal shown on plate 3.
3. Moving the boat ramp upstream and further from the eagle roosting area downstream should benefit the eagle activity in the area by keeping boats further from the birds.
4. The combined affect should be favorable to the eagles as boats will be launched further from their roosting locations. If the boat ramp could be closed during mid Dec thru February it would be of very great benefit to the eagles.

Sincerely,

Peter C. Peterson

FROM RECEIVED 7 APR 1987

Ethen Perkins
Director of Sciences and Land Stewership
424-10th St. Suite 311
Des Moines IA 50309

BALD EAGLE RESEARCH
Elton Fawks
3227-9 St.
Moline, IL 61265

SUBJECT: Lock & Dam 14

DATE: 12 April 1987

Dear Ethen Perkins:

Cutting any trees down in a buffer zone is something that I do not like. However in this case no major damage would be done. I have no real objection to this project.

I do hope that your holdings will become part of the Oak Valley Eagle Refuge. Also hope that the TNC can acquire addition land.

The small island that you mentioned is most important for eagle loafing. This island belongs in Public Domain and a lot of red tape would make this available. This should be done. Two Corps people told me off the record would be to post it, no trespassing signs could be put up. It would be a major loss if we lost the island tree.

Call on me anytime for addition¹ comments.

Sincerely,

SIGNED

Elton Fawks

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